

WOMAN HELD UP; 2,000 IN THIEF CHASE 9 DEAD, 15 INJURED IN N. Y. CENTRAL WRECK

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Tomorrow's Weather—FAIR.

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PRICE THREE CENTS

USELESS JOBS EAT UP MONEY GIVEN BOROUGH PRESIDENTS FOR CITY IMPROVEMENTS

7 to 11 Per Cent. Asked for Materials, Against 30 to 70 Per Cent. for Administration—How Patronage Adds to Taxpayers' Burdens.

On the assumption that each of the five boroughs in the greater city was entitled to self-determination in the administration of its affairs with respect to public improvement, the framers of the Charter of Greater New York gave to each of the boroughs a President whose duties were to look after borough public improvements and to vote in the Board of Estimate. Membership in the board of Estimate was granted for the purpose of giving all boroughs a fair chance of improvement in public works out of taxation receipts.

The outcome is, after twenty-two years, that in each of the boroughs there has been built up a vast political machine, controlled by the political organization which happens to be in power in the borough. These five political machines have cost the taxpayers that far in 1920 close to \$19,000,000, and on the face of the figures in the tentative budget and in the light of experience they will cost the taxpayers next year in the vicinity of \$23,000,000.

More than half of this is patronage—jobs for the "boys." In this article it will be shown that the expense of administration—what it costs to spend the appropriations for the boroughs—is approximately 30 per cent. in Manhattan, 47 per cent. in Queens, 49 per cent. in Richmond, 55 per cent. in Brooklyn and 70 per cent. in the Bronx.

It will also be shown that the cost of materials entering into public improvements, as compared with the payrolls of the departments purchasing and distributing these materials, is so small as to warrant the assumption that the Borough Presidents have subordinated their charter-given obligation to supply their constituents with public improvements to their political obligations to make jobs for followers of whatever machine they owe allegiance to.

When only approximately 7 per cent. of the appropriations for the Borough of Manhattan, 7 per cent. of the appropriations for the Borough of Brooklyn, 8 per cent. of the appropriations for the Borough of Queens and 11 per cent. of the appropriations for the Borough of the Bronx go into materials for public improvements—streets, sewers, buildings, etc.—the taxpayer is justified in manifesting more than his usual casual interest in the distribution of the money he pays to the Government.

USELESS BUREAU BUILT UP FOR PATRONAGE

The departments of the Borough Presidents are built along patronage lines. Each has its own Engineering Bureau, its own Bureau of Design, its own Bureau of Inspection, its own Bureau of Audit and Accounts, although all these bureaus overlap the activities of similar bureaus in other departments of the City Government. The Evening World pointed out four years ago how millions and millions of dollars could be saved to taxpayers by the abolition of these useless bureaus, the concentration of all engineering, designing and inspection duties in a Central Department of Public Works, and the restoration of the Comptroller to his bookkeeping duties. Need of reform in this direction is more urgent now than it was in 1917, when a community aroused by increasing taxes repudiated the Administration of John Purroy Mitchel.

Some detailed figures as to the cost of the Borough Presidents are of interest here. The tentative budget for 1921 gives the President of the Borough of Manhattan \$3,461,171; Brooklyn, \$3,563,809; Queens, \$3,224,972; Bronx, \$2,624,197; Richmond, \$1,221,376—a total of \$20,095,625, or \$4,000,000 more than was allowed in the budget of 1920.

But, while the budget of 1920 allowed all five Borough Presidents \$16,052,658, the President of the Borough of Manhattan had credited to him up to July 31 last—in a period of seven months—\$24,698 more than his appropriation. The increase was obtained by transfers and the issuance of revenue bonds. In the same period the President of the Borough of Brooklyn overdraw his appropriation \$172,747; the President of the Borough of Queens \$231,035; the President of the Borough of Richmond \$205,980 and the President of the Borough of Richmond \$151,618.

Here we have the Borough Presidents drawing down a total of \$2,356,225 in excess of their appropriations in seven months of 1920, but that was a piffling preparation for what they wanted for 1921. For the next fiscal year, in the face of rental exactions which compelled the Legislature to meet in special session for relief, the President of the Borough of Manhattan asked for \$9,824,713; the President of the Borough of Brooklyn asked for \$16,384,478; the President of Queens asked for \$6,533,771; the President of the Borough of Richmond asked for \$3,030,811 and the President of the Borough of the Bronx asked for \$3,030,811—a total of \$36,484,558, or more than 10 per cent. of the total tentative budget.

Now as to the expense of spending the money. It costs the President of the Borough of Manhattan \$1,277,769 in supervision and audit to spend \$4,123,512, or 30 per cent.

It costs the Richmond Borough President \$405,111 to spend \$816,169, or 49 per cent.

It costs the Queens Borough President \$1,109,378 to spend \$2,354,402, or 47 per cent.

It costs the Brooklyn President of Brooklyn \$1,313,117 to spend \$2,370,713, or 55 per cent.

It costs the President of the Borough of the Bronx \$984,030 to spend \$1,397,862, or 70 per cent.

LITTLE FOR MATERIALS, MUCH FOR PAYROLLS.

Inasmuch as the chief duty of the Borough Presidents—as defined by the Charter—is to plan and execute public improvements, the ordinary taxpayer, who is concerned with the cost of government only when his landlord raises his rent because of increased taxes, might be justified in believing that

WOMAN IS HELD UP; 2,000 IN PURSUIT CATCH FUGITIVE

Three Men in Automobile Attack Her on Way From Laundry to Bank.

ONE KNOCKS HER DOWN

Then He Flees and Policeman Gets Him at Park Avenue and 124th Street.

Mrs. Caroline Downie, cashier of the Carolyn Laundry at No. 104 East 129th Street, was on her way to the Corn Exchange Bank at 125th Street and Park Avenue this afternoon, carrying \$400 in cash and checks for \$1,500. At Park Avenue and 126th Street three men sprang from an automobile and one seized her handbag.

Mrs. Downie struggled with the man, when his companions seized her wrists and one dealt her a blow in the face, knocking her down and loosened her grasp on the bag.

The \$400 and a check for \$100 were removed in a twinkling and two of the men leaped back in the car, which immediately sped down Park Avenue, turning west at 124th Street to Fifth Avenue, where it turned north and disappeared.

The third man chased the car. He sprinted after it and was pursued by a crowd which had swelled to more than 2,500 persons before he was caught on Park Avenue near 124th Street by Patrolman McCrohan of the East 128th Street Station. At the station the man said he was John Heit, twenty-four, a laborer. He refused to give his address. He was locked up, charged with assault and robbery.

A check for \$4200 which Mrs. Downie was to have cashed for the laundry payroll was overlooked by the stick-up men.

KING ALEXANDER HAS BETTER NIGHT

Wound Caused by Monkey Bite Improves—Some Symptoms of Pneumonia.

ATHENS, Oct. 20.—King Alexander passed a better night and a slight improvement was noted. It was announced here to-day. The condition of lung congestion remained stationary.

The wound caused by the bite of the monkey is improving, but an examination of liquid extracted from his lungs showed the presence of pneumonia germs.

Minneapolis Now Under U. S. Flag

The Minneapolis, the 12,000-ton Atlantic transport liner completed her last journey as a British ship on her arrival here to-day. She was taken over by the American line and will be run as a freighter and storage vessel between New York, Vera Cruz, Hamburg and London. The Minneapolis, used during the war as a troop ship, is the largest vessel ever changed from British to American registry.

TAX OF \$1,000,000 ON ITALIAN KING'S \$3,500,000 ESTATE

New Patrimony Imposts Hits Ruler Hard—Queen's Wealth Only 1,000,000 Lire.

ROME, Oct. 19. KING VICTOR EMANUEL has estimated the value of his estate at \$2,000,000 lire.

(At the present rate of exchange this amounts approximately to \$3,500,000.)

This estimate was made in compliance with the law establishing a tax on patrimony, and the amount the King will pay will be about \$1,000,000.

The estate of the Queen is valued at only 1,000,000 lire.

N. Y. CENTRAL CRASH COSTS 9 LIVES, 4 OF THEM WOMEN

East Bound No. 60 Goes Through Open Switch at Erie Into Train 23.

15 OTHERS ARE INJURED.

Many of Them Badly Hurt and Death List is Likely to Grow.

ERIE, Pa., Oct. 20.—Seven persons are known to have been killed, and at least seventeen injured, in a wreck on the New York Central Railroad, near the Union Station here to-day. Two of the injured died in hospital and others are so badly hurt that hospital physicians add they expected the list of casualties to be increased.

A Chicago & Boston limited on the New York Central Railroad side-swiped the Buffalo-Cleveland train, westbound, at the west end of the Union Station. Four of the bodies taken from the wreck are those of women.

The Chicago and Boston Express ran through an open switch and side-swiped the train from Buffalo on its way west. The third day coach from the engine was overturned and all the casualties are believed to have occurred there. Rescue forces were quickly at work and in a short time six bodies had been taken out.

Parts of another body, rescue workers said, were in plain sight, but they had so far been unable to extricate it from the wreckage. The dead in some instances were badly mangled. Fifteen of the injured were removed to hospitals. So far as could be learned none of the passengers on the eastbound train were hurt.

The westbound train was said to be No. 23, which is made up of Buffalo. It left there about 9 o'clock and was scheduled to make only two stops between there and Erie—at Dunkirk and Westfield. The train consisted of day coaches and parlor cars. Three of the latter came from New York and were attached to No. 23 at Buffalo.

Early reports to railroad men were that a party of about a dozen working near the station had become confused when they saw the two passenger trains coming from opposite directions, and one of them was throwing a switch when the train from Buffalo plumed by. This instant the crash came. One of the dead was believed to be a signalman.

Three Trainmen Killed, Five Hurt
ROANOK, Va., Oct. 20.—Three trainmen were killed, five others injured and two or six passengers shaken up in a head-on collision between two Norfolk and Western passenger trains early to-day at Rural Retreat, Va., according to an official announcement at the railway headquarters to-day. The trains met at a siding.

BRITAIN SELLS 48-GUNSHIP
LONDON, Oct. 20.—Forty-eight gunships, aggregating \$47,400, have been sold by Haron (Harpas), who is in charge of the disposal of the vessels. The sales were made to British purchasers and realized \$23,534,875.

Classified Advertisers Important!

Classified advertising copy for The World should be in The World office.

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Early copy receives the preference when Sunday advertising has to be solicited. Late advertising is now limited for lack of time to set it.

THE WORLD.

EXTRA DENTIST KILLS WOMAN DENTIST, SHOOTS HIMSELF

Dr. Rowe Slays Dr. Ruth Rubin After Quarrel in Brooklyn.

Dr. Rowe, a dentist, of No. 1284 Lexington Ave., Manhattan, shot and instantly killed Dr. Ruth Rubin, also a dentist of No. 121 Second Avenue, Manhattan, and then shot himself this afternoon in a hallway at No. 223 Hushwick Avenue, Brooklyn, according to the Brooklyn Medical Examiner.

Dr. Rubin was shot through the heart and died instantly. Dr. Rowe was removed to St. Catherine's Hospital, Brooklyn. The nature of his wound was not disclosed.

Dr. Rubin was in partnership with another physician. Dr. Rowe had been paying attention to her. They had been taking a walk, in the course of which he pressed her to marry him, according to the police, and the shooting followed her refusal. The office of Dr. Max Rowe, a dentist, is at No. 1248 Lexington Avenue. A man's voice answered the telephone there this afternoon and said that Dr. Rowe was not in. He declined to say whether Dr. Rowe had been there at any time to-day and said he did not know Dr. Rubin.

BOY OF 12, PRODIGY, UNIVERSITY PUPIL, SPEAKS 12 TONGUES

And Now He's Going to Tackle Chinese—His First Word Was "Ice."

Edward Roche Hardy Jr., twelve years old, Columbia University's youngest freshman, and the youngest student ever matriculated to that institution, was amused to-day when shown some of the stories written for the morning newspapers regarding his wonderful intellectual attainments.

"That story in the paper," he said, "is slightly exaggerated. It's humorous. It just hit me on the funny bone."

Edward was met on the steps of the library by several reporters and photographers, as he was leaving a lecture in the Pulitzer School of Journalism. He wore a brown belted suit, with his freshman's card of regulations pinned inside the coat.

"Why all the fuss?" he asked. "I don't see anything wonderful about the fact that I have been admitted to Columbia, although I'm mighty proud of it. I mean that I am glad to be here, but I can't see anything extraordinary in my position. The paper says that I am a wizard. Well, that's not right. I took advantage of opportunity which any other boy could go with work."

"My ambition just now is to be a missionary, but that is a matter which he has not decided. I am going to take the full Columbia course and I expect to enter the theological seminary later on. Of course I am fond of athletic sports, like any boy, and especially of football, but whether I shall get on the team is also going to be decided."

Edward stands five feet, three inches, weighs 133 pounds. He is a fairly looking youth and appears to be, in every respect, a "regular boy." He was averse to talking of himself, but was frank and utterly lacking of ego-

KU KLUX KLANSMEN BEAT AND TRY TO KILL YONKERS MAN

Rope Put Around Neck of Peter McMann by South Carolina Raiders.

DRIVEN OUT OF TOWN.

Declares Attack Followed His Efforts to Help Girl Get Share of Estate.

PHILADELPHIA, Pa., Oct. 20.—A man giving the name of Peter McMann of Yonkers, N. Y., with his wrists scarred by a rope and his back bearing the marks of a whip, left a northbound Pennsylvania Railroad train here early to-day and sought the police for medical attention. He says he was seized and whipped Monday night a few miles outside of Trenton, N. J., after he had attempted to assist Miss Florence Powell of Aiken, S. C., in a settlement which involved a division of her father's estate.

His underclothing was stiff with blood and besides lash marks, his body and neck bore the marks of ropes with which he said his tormentors had attempted to hang him. Police here are investigating his story of attempted lynching and mistreatment.

McMann, who is fifty-three years old, said he believed his assailants were adopting methods of the Ku Klux Klan. He said he was seized when he left the train at Trenton, S. C., and was driven into the country in an automobile. At the point where his mistreatment occurred, he said, eight men wearing white hoods gathered around and beat him.

"They threw a rope around my neck, then tried to put the other end over a tree, but it would not reach," McMann said at the Hahnemann Hospital to-day. "After a severe beating the men told me they had decided to let me go."

"They blindfolded me, putting a hood over my head exactly like the ones they wear," he said, "and I was in an automobile and we drove to a house where I was fed. They called a physician to examine my wounds."

"Then they drove me to Denmark, S. C. They gave me money to buy my ticket to New York, after making me promise I would not return. All the way from Trenton to Washington some one came into the car occasionally and, after looking at me, retired into another coach. This man acted as guard to see that I did not leave the train."

McMann said he was too weak to leave the train at Washington. McMann told the police he was friend and adviser of Miss Powell, the daughter of a wealthy Yonkers family and president of a bank. Recently, according to McMann, the father made a division of his property among his children. Florence Powell's share was \$50,000. "I did not believe that sufficient," he said, "and she and I went to Aiken last week to see if we could not get a better share for her."

McMann described his movements in South Carolina and the feeling engendered by the interest he took in the case which resulted in the alleged mistreatment.

McMann also said that when one of the men who beat him asked if he would sign a paper saying Miss Powell was incompetent to handle her own or her father's affairs, he refused and was beaten with clubs. A rope was tied around his neck, he said, and he was dragged for a long time.

William McMann, son of the beaten man, who lives with his mother and two sisters at No. 114 Elm Street, Yonkers, said today his father left home "a month or so ago" as a coachman for a well-to-do family whose name he would not disclose. The family, he did not hear from him in recent months, he said.

(Continued on Twenty-fourth Page.)

OFFICIAL OF COAL MINERS DECLARES THEY ARE READY TO GIVE GUARANTEE ASKED

Would Meet Premier Lloyd George in Conference, He Adds—Railway Men Hesitate to Join in Walkout—Transport Workers Meet.

LONDON, Oct. 20.—Thomas Ashton, General Secretary of the Miners, in a speech at Manchester to-day, said that if the Premier called the mine owners and the miners' officials into conference with regard to getting more production out of the mines, the first meeting would give the Premier all the guarantees as to increased output he needed. The miners' leaders were willing, Mr. Ashton said, to attend such a conference.

Premier Lloyd George has definitely declared he is ready to enter into negotiations, but he has laid emphasis on the fact that the Government wants a final settlement of the differences which brought about a cessation of work in British mines last Saturday.

He has stated plans for a tentative wage increase, pending a complete adjustment, would not be satisfactory as that method of meeting the present situation would threaten trouble later. Coal production, he holds, must be augmented, and he may submit some proposals which will deal with this phase of the situation in addition to asking for the subject of wages and the price to be charged for coal.

This morning's newspapers comment appreciatively on the calm and dignified tone yesterday in the House of Commons, and the absence of provocative words on either side. This is regarded as a good omen, journals maintaining that, although the deadlock still exists, the debate has cleared the stage for a compromise.

One of the strongest rumors relative to a possible settlement comes from the South Wales coal field, which has been recognized as the main centre of disaffection and extremism. A Cardiff despatch to the London Times says it is stated there the end of the deadlock may be reached in three or four days. The statement seems to be made with confidence and it has created a stir in the city.

In the meantime, reports of the closing of industries accumulate, coupled with assertions that workers in other trades who are losing employment through the miners' strike are showing resentment. This is said to be especially noticeable in the Midlands, where iron and steel districts and the neighboring parts of northeastern England.

The National Union of Railway Men, the Executive of the Transport Workers and the Parliamentary Committee of the Trades Union Congress all held meetings this morning to consider their attitude toward the coal strike, but so far no decisions have been reached. After approximately two hours of discussion James Henry Thomas, General Secretary of the Railway Men's Union, said the whole situation had been reviewed and adjournment taken until Thursday.

The Transport Workers' Union has not taken definite action on the situation as yet, but there is some apprehension that it may join forces with the coal diggers. The London branch of the Commercial Road Transport Workers' Union has already voted to strike out of sympathy with the miners, but the strike order was held up until after to-day's meeting of that body. Members of this union throughout the country have been notified, however, that they may be ordered out and should be prepared for a cessation of work. A walk-out of this union would involve upward of 100,000 men in various parts of England.

Further curtailment of shipping services is impending. One daily boat instead of three will run between Dover and Calais, and the daily service between New Haven and Dieppe will be supplanted by a tri-weekly schedule. This will greatly reduce facilities for travel between France

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